This is a punched-card accident record form with edge-numbered column markings.

Top edge columns (left to right): 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Top labels:
JU. · TECH. · DISOB. · NEG'NCE · INEXP'NCE · MISCEL. · INSTRUCT. · FLT. CONTR. · OTHERS · PRIMARY · FL. CONTS. · MOV. SURFS. · STAB. SURFS. · W. STRUTS · LAND. GEAR · FLOATS · FUSE OR HULL · TAIL SKID OR W. · ENGINE MOUNT. · MISCEL. · UND'TD · PRIMARY · FUEL SYS. · COOL SYS. · IGNIT. SYS. · LUB'N SYS. · ENG. STR. · AIRSCREW A. · ENG. CONTS. · MISCEL. · UND'TD

PILOT	OTHERS	AIRFRAME FAILURE	ENGINE FAILURE

CAUSES OF ACCIDENTS

UNIT Central Flying School, Trenton	COM. 1	PLACE 5 miles South-West of Aerodrome, Trenton.	DATE 24-3-41	TIME 14:45
			H.Q. FILE 1100-43-57	

A/C TYPE Tiger Moth	NO. 4357	CRASH CAT. C.1	SE x	ME	DAY x	NIGHT

NAME	RANK	NO.	DUTY	INJURIES		SERIOUS	
						FATAL	INJURY
Williston, H.P.	Sgt		P.				
Murton, N.H.	Sgt.		Pass.				
					CARD SERIAL No.		

TYPE A/F & ENGINE	No.	EXTENT OF DAMAGE	REPORT FORM	SERIAL No.	DATE	HOURS FLOWN BY PILOTS					
						INST.	NIGHT	ON TYPE		TOTAL		LAST 6 MOS.
								DUAL	SOLO	DUAL	SOLO	
T. Moth	4357	Slight	D14		27-3-41							
G. Major	87177/1357	Nil										

SIGNAL No. & DATE	UNIT No. & DATE	COM. No. & DATE	REPORT	FILE	DATE

NATURE OF ACCIDENT

Left edge markings (TYPE OF A/C / TYPE OF ENGINE / CATEGORY): numbered 1–19

Right edge labels (MISCELLANEOUS CAUSES / STAGE OF FLIGHT): PRIMARY · HAND.O. · INSTS. · WEATHER · DRKNS. · AL'G SURF. · OTHER · UND'TD · PRIMARY · TAXYING · LANDING · TAKE-OFF · FLIGHT · STAT'RY · FATAL · INJ. · INJURY 3RD.

Bottom edge columns: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, RAF

DUTY ON WHICH ENGAGED:

Practicing sequence # 6.

NATURE OF ACCIDENT AND STAGE OF FLIGHT:

The front head sprang loose while
the aircraft was in flight. The
pressure of the air through the
opening caused plexiglass to come
out of coupe top. Slip stream
finally carried coupe top away.

PRIMARY CAUSE:

Front hood sprang loose while
aircraft was in flight.

COURT OF INQUIRY, INVESTIGATING OFFICER
OR COMMANDING OFFICER'S REPORT:

Commanding Officers Report.

DATE:
27-3-41

COMPOSITION:

Group Captain T.A. Lawrence.

IM/AMM

RECOMMENDATIONS:

Recommendations for prevention of a recurrence of
such an accident are difficult, since both occupants
definitely state that the coupe top was locked in
position. It is considered that in doing this
practice sequence, the side pressure of the airflow
caused the coupe to come out of its normal position.

ACTION TAKEN:
(A) DISCIPLINARY (B) TECHNICAL (C) OTHER

SECONDARY CAUSE OR CONTRIBUTING FACTORS:

The pressure of the air through the
opening caused the plexi-glass to come
out of the coupe top, further efforts
resulted in the slip-stream carrying the coupe top away.

RECORDED BY _____ DATE _____

CHECKED BY _____ DATE _____